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WANTED.

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Electric Fans (if required).
Electric Passenger Elevator to each floor.
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The House on Sport, by Members of the London Stock Exchange, 'all Leading out Door Games' 2 Vols. 15.00
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Dressmakers and Milliners,
ARE NOW SHOWING
SMART HATS, DAINITY SUNSHADES,
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Racing Season.
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CHAMPAGNE.
SOLE AGENTS
Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants,
15, QUEEN'S ROAD.
Hongkong, March 4, 1904.

...because we're all liable to make mistakes, but you just be careful.

'Enjoyed yourself, father? Away at the seaside, I mean.'

'Well as could be expected, my girl. Bit monotonous at times.'

'Naturally!'

'What d'you mean by "naturally"?' he demanded with heat. He turned to his wife. 'Have you been opening your face too wide again?'

'She don't know,' whispered the wife, setting a plate in front of him with a trembling hand. 'Nobody won't unless you give it away.'

'Learn't any new games, father, while you've been away?' asked the younger boy.

'Not what you'd call games, my son.'

'And no new tricks with pennies?'

'No new tricks with anything.'

'And what sort of a—'

'Give the boys the fat,' he said generously. 'Pour it out on their plates. It'll make men of 'em. I'd given anything for a good chop while I was away. And send Marjell for some beer and some shag.'

'I suppose, father,' said the girl, 'that you didn't have any drink or tobacco while you were at—at that place?'

'Against the rules,' he answered shortly. He turned to his wife, as soon as the girl had gone with the jug; the two boys were disputing on the question of bread-stuff.

'She's got some suspicion in her mind,' he remarked uneasily, in an undertone. 'Did any of the papers have anything about it? And did they put in what I answered back to the magistrate's clerk?—How was I?'

Death of an Engineer Officer.

Lieut. Colonel G. Turner Jones, Commanding the Royal Engineers, at Seemars, died on February 13. He had been ill for some time with abscess of the liver, and was operated on by Lieut. Colonel G. Turner Jones and Lieut. Colonel Thompson.

War Risks Insurance at Lloyd's

Among the underwriters who make a special feature of the insurance of war risks, the general opinion, on the 1st of February (says the Standard), was that the negotiations between Russia and Japan were approaching a climax. Consequently, there was inquiry for short period insurance policies against the declaration of war between the two countries, and several policies for periods of 15 days were issued, the rate being for this short period 30 to 35 guineas per cent. Insurances upon outward cargoes to Japan were somewhat easier, as from the information to hand, it appears that the number of Russian war vessels between Aden and Japanese waters is very few, and it is not thought that the danger of capture of cargoes is now so great. On the other hand, a number of policies have been taken out covering the special risk of the British Government detaining steamers flying the British flag from proceeding to their destination should it be either an East Siberian or a Japanese port. This risk is considered to be, in many quarters, far greater than that of capture, as the Government would be quite within its rights in preventing all British vessels carrying coal or other munitions of war from delivering their cargoes at one of the ports of a belligerent Power. Considering this fact, underwriters are charging 20s. per cent. to cover this special risk on British vessels about to proceed to Yokohama and Port Arthur with coals.

FATHER—'At-er.' So I saw you kissing my daughter, did I? Young Cooley—I trust there is no doubt, sir. The light was rather dim, and I should feel vastly humiliated if it should turn out that I had been kissing the cook.

For Sprains

THE right time to treat a sprain is the minute you get it, and the right remedy to use is CHAMBERLAIN'S PAIN BALM. You can say what you will about this or that thing being good for a sprain, but Chamberlain's Pain Balm beats them all. The quicker you rub it on, and the more you use it, the sooner the sprain will be gone. Even if Chamberlain's Pain Balm gets you back to work one day quicker than other remedies, it will pay for itself several times, but it generally cures a sprain, strain, or a bruise a week before anything else, and a week's wages amount to a good deal to most people. One application gives relief. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

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OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs, or Colds find those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMAULT'S SYRUP immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

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Chemists and
Dealers.

NESTLE'S MILK FOOD
PERFECT NUTRIMENT FOR INFANTS CHILDREN AND INVALIDS

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Connoisseurs' opinions of these Cigars:
They are delicious! soothing! unequalled in quality, flavour, and price. Ask your tobacconist for them and do not be put off with any other.

A perfect complexion depends on delicacy of skin, which is conferred by
'DARTRING' 'LANOLINE'
No imitation can bear the 'Dartring'. No imitation can be called 'Dartring'.
'DARTRING' TOILET 'LANOLINE' is indispensable.
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A First-Class Private Family Hotel.

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Exceedingly Spacious Rooms.
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TERMS VERY MODERATE
Consultation Free,
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SUI SANG,
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DENTIST
Connaught Road, near Blake Pier.
Hongkong, December 3, 1902. 423

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H. RUTONJEE,
No. 5, D'ARQUER STREET,
and 38 to 39, Elgin Road, Kowloon.
Hongkong, March 2, 1904. 290

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Done with Neatness and Despatch At Moderate Prices.

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Business Circulars.
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Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
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Albion	battleship, 1st class	12,900	16	13,500	Captain T. H. M. Jerram	Hongkong
Algerine	ship	1050	6	1400	Commander R. Nugent	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Hongkong
Blenheim	cruiser, 1st class	9000	12	13,000	Captain F. G. Stopford	Hongkong
Bramble	gunboat, 1st class	710	6	1350	Lieut.-Com. F. M. Leake	Hongkong
Bricmont	gunboat, 1st class	710	6	1350	Lieut.-Comdr. T. D. Pratt	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	390	—	300		Hongkong
Colosse	cruiser, 2nd class	6600	11	9600	Captain Robert H. S. Stokes	Singapore
Epigone	ship	1070	10	1400	Comdr. Ernest Barton	Whampoa
Fama	torpedo boat destroyer	380	6	5700		Hongkong
Farica	cruiser, 3rd class	1550	12	3200	Comdr. P. V. Lawes, D.S.O.	Whampoa
Glory	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Com. H. L. Well	Whampoa
Hart	torpedo boat destroyer	275	6	4000		Whampoa
Humber	storeship	1640	—	800	Comdr. J. D. Daintree	Shanghai
Janus	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. C. Asser	Whampoa
Kimba	river gunboat	—	4	—	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Leviathan	cruiser, 1st class	14,100	12	31,500	Hon. N. G. Stopford	Hongkong
Moorthen	river gunboat	120	2	900	Lt.-Comdr. G. G. Webster	Macao
Ocean	battleship, 1st class	12,950	16	13,500	Captain R. F. Toole, C.M.G.	Hongkong
Otter	torpedo boat destroyer	350	6	4800	Lt.-Com. G. G. Goddington	Whampoa
Phoenix	ship	1015	6	1400	Commander W. H. Nicholson	Hongkong
Rambler	surveying-vessel	835	6	650	Captain Morris H. Smyth	Hongkong
Rinaldo	ship	950	10	1400	Com. J. St. A. Wake	Canton
Robin	river gunboat	85	2	240	Lt.-Com. John P. Irwin	Yangtze
Rosario	ship	950	6	1400	Comdr. T. Jackson	Yangtze
Sandpiper	river gunboat	85	2	240		Yangtze
Sirius	cruiser, 2nd class	3600	8	6000	Capt. J. H. H. Moore	Hongkong
Suip	river gunboat	85	2	240	Lt.-Comdr. Davidson	Hongkong
Sparrowhawk	torpedo boat destroyer	355	6	5700		Hongkong
Taku	torpedo boat destroyer	250	6	5700		Hongkong
Talbot	cruiser, 2nd class	6600	11	9600	Captain Lewis Bayly	Hongkong
Tamar	receiving ship	4850	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. E. V. Dagmore	Yangtze
Thetis	cruiser, 2nd class	3400	8	6000	Capt. J. A. O. Wilkinson	Whampoa
Tweed	coast defence gunboat	363	3	200	Lieut. Forbes	Hongkong
Vengeance	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, C.M.G.	Hongkong
Vestal	ship	980	10	1400	Comdr. S. St. John Farquhar	Singapore
Waterwitch	torpedo boat destroyer	355	6	5700	Lieut.-Comdr. A. B. Barker	Hongkong
Whiting	surveying ship	820	—	450	Lt.-Comdr. Ernest C. Hardy	Hongkong
Woodcock	torpedo boat destroyer	380	6	5900	In Reserve	Hongkong
Woodlark	river gunboat	150	2	550	Lieut.-Com. Hugh Somerville	Hankow
	river gunboat	150	2	550	Lieut.-Com. Watson	Yangtze

* Flag of Admiral Sir Cyrran A. G. Bridge, K.C.B., Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Carson-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Aspern	Austrian cruiser	962	—	—	Capt. Friedrich Grinzenberger	Chetoo
Kaiserin Elisabeth	Austrian cruiser	4000	—	—	Captain Mirth	Chetoo
Acheron	French gunboat	1796	—	—	Captain Laffiere	Salgon
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Canton
Argus	French gunboat	—	—	—	Capt. Crespin	Canton
Aspie	French gunboat	475	3	450	Commander Journe	Salgon
Avalanche	French gunboat	—	—	—		Haiphong
Bengali	French gunboat	580	—	—	Lieut. Heron	Haiphong
Bugaud	French cruiser	3740	29	9000	Capt. Lafeyre	Shanghai
Chateaufort	French cruiser	8018	18	—	Commander Louet	Shanghai
Comete	French gunboat	625	—	—	Commander Guthrie	Haiphong
Decidie	French gunboat	690	—	—	Commander Guthrie	Salgon
Kersaint	French gunboat	1250	6	2200	Capt. Le Golliez	Haiphong
Lion	French gunboat	470	—	—	Capt. Béne	Salgon
Montcalm	French cruiser	9700	12	10,600	Captain Aros	Salgon
Olry	French gunboat	—	—	—	Capt. Hurst	Shanghai
Pascal	French cruiser	4015	27	8500	Captain Senes	Chemulpo
Redoubtable	French cruiser	9437	8	10771	Captain Senes	Salgon
Slyx	French cruiser	1796	10	—	Capt. Vincent	Salgon
Surprise	French gunboat	629	2	900	Captain Thomas	Salgon
Taklong	French gunboat	—	—	—		Hongkong
Takou	French destroyer	—	—	—	Lieut. Gaillard	Yangtze
Vauban	French cruiser	—	—	—	Captain Blondel	Salgon
Vigilant	French gunboat	—	—	—	Lieut. Carol	Along Bay
Vipers	French gunboat	400	4	441	Co ndr. Villeneuve	Canton
Bussard	German cruiser	1857	15	2900	Comdr. Hase	Amoy
Furst Bismarck	German flagship	11,000	36	14,000	Captain Prove	Hongkong
Geier	German cruiser	1775	15	2860	Comdr. von Studnitz	Shanghai
Hansa	German cruiser	6000	34	10,000	Capt. van Sammern	Kiautschau
Hertha	German cruiser	6000	37	10,000	Capt. Baron Schimmelmarm	Kiautschau
Ilia	German gunboat	1000	10	1800	Capt. Baron M. Hülse	Shanghai
Jaguar	German gunboat	800	10	1300	Comdr. Krusenke	Lobo
Lucas	German gunboat	850	10	—	Comdr. Fasper	Hongkong
Möwe	German gunboat	1529	—	—	Comdr. Pontius	Shanghai
Secadler	German cruiser	1640	15	2800	Comdr. Deimling	Shanghai
Tiger	German gunboat	900	10	1300	Lieut.-Comdr. von Weize	Shanghai
Vorwaerts	German gunboat	—	—	—	Captain Diek	Shanghai
Thetis	German cruiser	—	—	—		Shanghai
Elba	Italian cruiser	2730	10	7471	Captain Volcelli	Hongkong
Pionante	Italian cruiser	2427	31	12,000	Captain Duce	Shanghai
Vesuvio	Italian cruiser	4500	24	6820	Captain Zuci	Shanghai
Vettor Pisani	Italian cruiser	6500	18	13,000	Capt. Cali	Nagasaki
Diu	Portuguese gunboat	720	—	—	Captain Diogo de Sa	Macao
Zaire	Portuguese gunboat	600	—	—	Capt. F. J. Barboza Leal	Macao
Alouet	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Amour	Russian cruiser	2800	5	4700	Comdr. Granzelhoff	Port Arthur
Askold	Russian cruiser	6000	27	—	Capt. Reizenschelt	Sunk (1)
Bayan	Russian cruiser	7800	10	16,500		Port Arthur
Bayarin	Russian cruiser	3200	6	—		Sunk
Bobro	Russian gunboat	1050	8	1150	Comdr. Erjckovitch	Port Arthur
Bogatyr	Russian cruiser	6640	12	—		Port Arthur
Diana	Russian cruiser	6731	6	—		Port Arthur
Dijhlit	Russian gunboat	1450	3	1700	Capt. Nasarowsky	Port Arthur
Qadimak	Russian gunboat	500	9	3500	Comdr. Yagarsky	Port Arthur
Qadimak	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Port Arthur
Gromobol	Russian gunboat	12,384	44	14,500	Captain Jesse	Vladivostok
Gulilik	Russian gunboat	1000	6	1000	Comdr. Shumoff	Vladivostok
Koreetz	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Sunk
Mandjour	Russian gunboat	1224	7	1400	Comdr. Novakowsky	Shanghai
Narvan	Russian battleship	10,200	12	9000	Comdr. Crown	Port Arthur
Norik	Russian cruiser	9000	6	17,000		Port Arthur
Orujay	Russian gunboat	1490	6	2000	Comdr. Vasiloff	Port Arthur
Pallada	Russian cruiser	6731	12	—		Port Arthur
Pereval	Russian battleship	12,674	15	14,500	Captain Koroloff	Port Arthur
Petrovsk	Russian battleship	10,960	16	10,600	Captain Jakovloff	Port Arthur
Pobeda	Russian battleship	12,674	15	14,500	Capt. Zatsarevich	Port Arthur
Poltava	Russian battleship	10,960	16	10,600	Captain Oseoff	Port Arthur
Rachydz	Russian cruiser	1334	10	1788	Comdr. Liven	Port Arthur
Relizian	Russian battleship	12,902	16	16,000		Port Arthur
Rosia	Russian protected cruiser	12,200	26	17,000	Captain Segelennipoff	Vladivostok
Rurik	Russian protected cruiser	10,923	26	13,250	Capt. Matsevich	Vladivostok
Savastopol	Russian battleship	10,960	16	10,600	Captain Serebrennikoff	Port Arthur
Silach	Russian gunboat	950	2	1225	Lieut.-Comdr. Ivanoff	Port Arthur
Sivoch	Russian gunboat	1050	8	1120	Comdr. Guinter	Port Arthur
Sivoch	Russian battleship	12,904	36	16,300		Port Arthur
Varyag	Russian cruiser	654	27	20,000	Capt. Bahr	Sunk
Vesnik	Russian gunboat	800	9	3200	Comdr. Zagorlansky-Kisei	Port Arthur
Zabiyaka	Russian cruiser	1250	15	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3600	—	—	Capt. J. H. Rodgers	Shanghai
Annapolis	U. S. gunboat	1000	6	1237		Hongkong
Callio	U. S. cruiser	325	—	—	Lieut. M. L. Miller	Shanghai
Cincinnati	U. S. gunboat	3213	—	—	Capt. H. E. Mason	Singapore
Don Juan de Austria	U. S. gunboat	1160	—	1600	Captain Duffield	Shanghai
Elcano	U. S. gunboat	540	—	—	Lt.-Comdr. J. Hood	Singapore
Holms	U. S. gunboat	1892	8	1868	Comdr. Staunton	Shanghai
*Kentucky	U. S. Zaphig	11,500	41	10,000	Captain R. M. Perry	Shanghai
Monadnock	U. S. monitors	3890	6	3000	Captain Mahan	Shanghai
Monterey	U. S. gunboat	1370	6	850	Comdr. Denfield	Taku
Monterey	U. S. monitors	4384	6	524	Comdr. W. H. Beecher	Canton
New Orleans	U. S. cruiser	3137	20	2000	Comdr. Blockings	Shanghai
Oregon	U. S. cruiser	10,238	45	—	Captain Barwell	Kobe
Rainbow	U. S. cruiser	4000	—	—	Commander G. L. Dyer	Shanghai
Raleigh	U. S. cruiser	3213	—	—	Captain Nasau	Shanghai
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villaboa	U. S. gunboat	400	—	—	Lieut. E. O. Berthelet	Shanghai
Wilmington	U. S. gunboat	1387	8	1894	Commander U. R. Harris	Shanghai

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MEMOS FOR TOMORROW.
Meetings.
11.30 a.m. Meeting of Shareholders of
The China Fire Insurance Co., Ltd.,
at the Company's Office.
1.15 p.m. Meeting of Shareholders of
Hongkong and Kowloon Wharf and
Godown Co., Ltd., at the Company's
Office.
Auction.
3.0 p.m. Auction of Valuable House-
hold Furniture, etc., No. 10 Mac-
ao Road.
Miscellaneous.
Goods per *Brigade* undelivered
after 1 p.m. on this date will be landed.

General Memoranda.
Monday, March 11.
9 p.m. A. D. C. Performance at the
City Hall.
Transfer Books of Luzon Sugar Refining
Co., Ltd., closed from this date to the
24th March, inclusive.
Transfer Books of China Sugar Refining
Co., Ltd., close from this date to the
24th March, inclusive.

Monday, March 13.
Goods per *Admiral* undelivered after
this date at Noon will be subject to
rent and landing charges.

Monday, March 14.
3 p.m. Meeting of The Royal Hongkong
Golf Club at Golf Club House.
Goods per *Brigade* undelivered after
this date subject to rent.



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B. St. Estephe (Red Capsule) ...	\$8.	\$9.
O. St. Julien (Red Capsule) ...	10.	11.
D. La Rose (Red Capsule) ...	13.50	14.50
Chateau Haut Brion Larriwet	20.	22.
Chateau Mouton D'Armailhacq	24.	26.
Chateau Pontet Canet	28.	—
Chateau La Tour Carnet	33.	—
Chateau Rauzen	48.	—
Chateau Lafite	54.	—

A. S. WATSON & Co., Limited,
HONGKONG DISPENSARY,
March 6, 1904.

The publication of this issue commenced
at 5.30 p.m.
The China Mail.
HONGKONG, WEDNESDAY, MARCH 9, 1904.

It will be seen from Reuter's telegram that the *China Times*, published in Tientsin, has been the subject of a question in the House of Commons. We do not yet know the enormity of the offence charged against the Editor, Mr John Cowen; but we presume the authorities have been stimulated to take action by the anti-Russian articles appearing in our junior Tientsin contemporary. We have before us a file of the *China Times* for dates between 20th and 26th February, and though exception might be taken, on the grounds of good taste, to the tone of some of the leading articles in those issues and to the nature of the 'news' which appears in the news columns, we confess that we have seen nothing to justify the drastic step of expelling a responsible English journalist from an international settlement. Mr Cowen is a Russo-phobe. He frankly declares himself to be anti-Russian by his writing. It is not couched in delicate phrase, nor is it calculated to allay the ill-will which is felt at Russia's political and diplomatic methods. Rather is it directed to create bitterness of feeling, and after all, it would be difficult to find any grounds whatever to justify certain acts of Russian savagery in the Far East during the last half of a century. So far, Mr Cowen will have the support of the majority of the Far Eastern Press. But when he deals with personal acts, his confidants will not be so nearly unanimous. The following is a quotation from an article entitled 'Pricking the Bubble' dealing with the first Port Arthur fight:—

'We always begin badly,' says a Russian over his glass at the public bar. 'The British in South Africa were just as bad.' Imagine the insolence of it! Imagine the coolness of the suggestion, addressed, too, to Englishmen in their own place! Vice-Admiral Stark, commanding the Russian squadron at Port Arthur, is superseded. No wonder. A vigilant watch is kept night and day. 'The whole Russian fleet is now in fighting trim.' These were the reports before the action. 'Like the British in South Africa' To our shame be it said, an English journal can be found, and at our own doors, to endorse the offensive comparison. Never, thank God, in the history of the British race has such infamy fallen upon it. Winning or losing, advancing or retreating, the British have always stood up and made a fight. They have never taken a thrashing lying down. Not since the days of the Spanish Armada has such a page been written in history as that of Port Arthur. Defeat is one thing, disgrace another. The Russian fleet is disgraced before the world. We say it, and who shall bid us be silent?

There have been defeats and reverses in the history of English wars, many of them. There was once, two hundred years ago, a British admiral who was accused of cowardice in the face of the enemy. He was tried, condemned, and shot. We trust there is no Admiral Byng in the Russian fleet. It may be sheer incapacity in their case.

In another issue, Mr Cowen states that Mr Frank McCullough, the English editor of the *Nori Kuro*, had gone to Chiofoo and sent a correct report of the Port Arthur fight to the *New York Herald*, and in consequence, had been stopped from returning to the Russian stronghold, having incurred the displeasure of the Russian authorities. A Lieut.-Colonel Newman, said to be an ex-sergeant in the British army engaged to teach English to Russian officers in Manchuria, had been allowed to go to Newchwang to send off a news despatch (presumably to the *Daily Mail*, which we believe he represents). He returned to Port Arthur, so the inference is that Colonel Newman sent a despatch according with Russian ideas; but all other newspaper correspondents are rigidly suppressed by the Russian authorities. This is matter of offence to Mr Cowen, but, after all, the Japanese are as rigorous in their control and censorship of the correspondents—and rightly so. In another issue, the *China Times* replies to an article in the *Courier de Tientsin* criticising the anti-Russian news and comments of the *China Times*, which, we may observe, makes no claim to be an English newspaper but styles itself 'Journal International.' The French journal's comments must have been irritating to the Editor of the *China Times*, as well as hypercritical of the morals of the Japanese refugees sent out of Port Arthur. For we find the English editor saying:—

'The sole point to which it seems necessary to direct attention is the suggestion that the men and women on board the *Wenchow* were deservedly ill-treated because the men were spies, and the women something worse. No explanation has been given by the Russian authorities of the brutal behaviour extended toward these refugees, and the present apology

is scarcely less scandalous than the ill-usage itself. If the men were accused of being spies, they should have been tried before a properly constituted court, not knocked about by brutes in uniform, and even if found guilty and imprisoned, a civilized gaoler would have provided that they received food and drink. The barbarian and brutality for which Siberia is notorious throughout the civilized world is illustrated at the first outbreak of war. It stands in grim contrast, as we have pointed out, to the humane treatment accorded by the Japanese to the Russian survivors at Chiofoo. The unwarranted aspersions on the character of the Japanese women are scarcely worthy of notice. Port Arthur, it is true, stinks with infamy; so much to the credit of the Russian officers who rule it. It is not the Japanese who have made it so. There is not a town or colony in Japan or in the Far East that can compare with the fortified ports of Eastern Russia for vice and filth of the worst description. Well may the *Times* speak of this war as a war of civilization, if only because it promises to end in the downfall of the Russian Sodom and Gomorrah, Port Arthur and Vladivostok. Among all this garbage of humanity, the Japanese are the race which have kept themselves clean. Yet even the lowest of women may not be denied food and drink by captors who have any instincts above those of beasts.

More might be quoted, but we have given enough to indicate the tone and nature of the *China Times* towards Russia and everything Russian. Whether it was wise of the Editor to make those comments so near the scene of the fighting and in an international centre like Tientsin is matter of opinion. It is also matter of taste whether it was desirable to do so in this particular manner. But, as we have already said, we see nothing in these comments to justify Mr Cowen's expulsion from Tientsin. It may be that his remarks in subsequent issues were more offensive, and, as being provocative of international ill-will, it may have been considered judicious by the British authorities to step in and prevent its continuance. One may well imagine that the offence was a very grave one before H. M. Minister at Peking approved of the action of the Tientsin authorities, still more before that 'proceeding' was approved by the British Government. Until we see the articles complained of, it is impossible to say whether we agree or disagree with this decision. As one authority says, 'The liberty of the Press has always been regarded by modern political writers as a matter of supreme importance,' but it is well to remember that the freedom of the British Press rests upon a constitutional rather than upon a legal foundation. In the British Colonies, the Press is as free as it is in Great Britain; and we can say without fear of contradiction that, as a rule, that freedom is not abused, seldom degenerates into license or resorts to blackmail, and that comment and criticism and the supply of news is regulated less by personal feeling than by a desire to place both sides of a case fairly before the public.

When a newspaper ceases to be guided by this ruling principle, it ceases to be a power for good. No self-respecting journalist would represent his just criticism of abuses, but there are different methods of treatment, as this Colony knows, which gain for a newspaper respect or the reverse. We presume Mr Cowen's deportation was decided upon in the interests of good order, and that full powers to carry this sentence into effect are vested in the British Consul. But we will be astonished to learn that this sentence was passed without giving Mr. Cowen the fairest trial and ample opportunity to justify his action. Fair trial is an inalienable right, and it is the least he could demand. The only other instances of deportation of a journalist that comes within our recollection is the case of the late Mr. Lillie, the Editor and Proprietor of the *Siam Free Press*, who was deported from Bangkok because of his persistent anti-Siam writings in the French interest. Mr. Lillie was refused the protection of the British Government, and, in our opinion, the attitude of the Government was amply justified. This was also the opinion of the Institute of Journalists, which refused to take up Mr. Lillie's case, when, having worked for years in the French interest, he endeavoured to claim the support of British journalists. The Tientsin case promises to be one of international interest, if not of importance, and it will be well to support judgment upon it until Mr. Cowen's side of the case has been published, and his attitude is fully understood.

Billiard Match.
Dawson and Stevenson, the champion and ex-champion billiardists, have signed articles to play three matches of 18,000 up (level) for £200. The matches, which are to last a fortnight each, extend over eight weeks. The first commences at Manchester on the 21st inst., the second at Newcastle on April 11, and the last in Glasgow on May 14. They played three similar games in 1902, when Dawson proved successful in two.

EDITORIAL COMMENT.
In our issue of 31st December last, reviewing the trade of Hongkong in 1903, we wrote in regard to shipping that no improvement could be looked for except in the event of war in the North. The war has come to pass, and with it the improvement predicted. During the last two months, local freights have advanced by leaps and bounds. The rise in rates has been phenomenal. This, in great measure, is due to the withdrawal of Japanese steamers. During the disturbed conditions that exist, and are likely to continue for some time, British shipping will benefit undoubtedly by reason of the withdrawal of competing steamers. Another factor in favour of improvement is the fact that the coasting trade of Japan has been thrown open to foreign steamers under time charter to Japanese.

LOCAL AND GENERAL.

The Sultan of Kedah.
A telegram from Penang states that the Sultan of Kedah is ill. Dr Jamieson has been summoned to attend him and has left Penang in a special steamer.

Congratulations to Admiral Togo.
H. M. the Emperor of Japan sent a congratulatory address to Admiral Togo, Commander-in-Chief of the Japanese fleet, praising the bravery and loyalty of his officers and men in the third attack on Port Arthur.

Highland Light Infantry.
Major-General Sir H. J. T. Hildyard, K.C.B., has been selected for the Colony of the Highland Light Infantry, which fell vacant by the death of Lieut.-General W. K. McLeod, on December 29 last. It is only thirty-seven years since General Hildyard joined the Army, but it is nearly eight years longer since he commenced his public services, he having been in the Royal Navy from 1859 to 1864.

Self-Denial of Japanese.
The members of the Yokohama City Office agree not to purchase new silk clothes unless absolutely necessary, not to offer cakes, tobacco, saké, etc. to visitors, and not to ride in rikishas, unless compelled by urgent business or on account of wind and rain. They are not to spend money on amusement and not to buy *bento* unless they have good reason. All this is done with the object of assisting the War Fund.

Earnest Volunteers.
A remarkable report is made by Admiral Togo to the Chief of the Naval Staff Department illustrating the earnestness of the men of his fleet who volunteered to man the doomed vessels intended for the harbour entrance of Port Arthur, there to be sunk. There were no less than two thousand volunteers for the work (says the *Kobe Chronicle*), which was carried out by seventy-seven, and some of these wrote their volunteering application in blood!

Japan's Supplementary Cruisers.
The Toyo Kisen Kaisha steamship *America-maru* and the Nippon Yusen Kaisha's *Yasaka-maru* were chartered by the Japanese Government as supplementary cruisers. It is now considered that as so much damage has been done to the Russian fleet these supplementary vessels will not be required, and it is possible that the *America-maru's* warlike dressing will be removed and the steamer returned to the Company for the resumption of the San Francisco-Manila run.

Japanese Election.
The Japanese general election was held on March 1. At Kobe (2,622 voters) the result was:—

Mr H. Kajima (Progressist)... 775
Mr S. Yamamoto (Constitutionalist), 700
Mr T. Muratori (Independent), 145
At Himeji, Mr M. Kanbe, Constitutionalist, was elected from among five candidates. This city has 405 voters, of whom 382 went to the poll. Mr Kanbe received 118 votes, the other candidates being—Mr M. Okamoto, 92 votes; Mr T. Machida, 78; Mr M. Yauchi, 57; and Mr K. Sunagawa, 29.

Gold Medal of Engineers.
At the first meeting of the present session of members of the Society of Engineers at the Royal United Service Institution, Mr J. Paton Barber, the outgoing President, presented the premiums awarded for papers read during the past year as follows:—The President's Gold Medal to Mr Douglas Mackenzie for his paper on 'Motor Transport for Goods'; the Bessemer Memorial of Books to Mr Robert J. Thomas for his paper on 'Road Maintenance and Administration'; and a Society's Premium of Books to Mr Albert Gay for his paper on 'Mechanical Stokers for Electricity Generating Stations.'

Croupy Children.
If your children are subject to croup watch for the first symptom of the disease—hoarseness. If Chamberlain's Cough Remedy is given as soon as the child becomes hoarse, the attack can be averted. Even after the croupy cough has appeared, the attack can always be prevented by giving this remedy. It is also invaluable for colds and whooping cough. It always cures, and cures quickly. For sale by all chemists and medicine vendors. *WATKINS Ltd., General Agents.*

LOCAL AND GENERAL.

Notes by the Way.
A proposal is on foot in Japan to amalgamate the Kitahama and Japan Trading Banks.

Mr C. Michelau (of Messrs Melchers and Co.) arrived at Tientsin on the 22nd ult., from Shanghai.

Nine foreign steamers have been chartered by the Nippon Yusen Kaisha to replace the vessels chartered from them by Japan.

The Russians were reported to be buying all the available flour at Tientsin on the 23rd ult., and sending it to Port Arthur via Newchwang. Isn't this a breach of neutrality on the part of somebody?

All the large ships on the China Station are in the harbour at present, and include the *Glory* (in dock), *Albion*, *Cressy*, *Lertham*, *Ocean*, *Talbot*, *Amphitrite*, *Vengeance*, *Centurion* and *Sirius*. The new admiral, Sir Gerald U. Noel, will arrive on Friday next, and will be welcomed by all the fleet.

Mutineers Sentenced.
Corporals Ayala and Agapay, who were arrested in the Philippines in connection with the insurrection at Vigan, have been sentenced to death.

Claim for \$52,000.
The third day's hearing of the case, in which the National Bank of China sues Chan Lui Chui and another for \$52,000, was occupied by Mr Slade's address for the defence and evidence. The case is not yet concluded.

Libel Case.
The adjourned libel case, in which T. Ewens sued a number of Indian watchmen in the employ of the Dock Company, was resumed before Mr A. G. Wise, Puisne Judge, this morning. The taking of evidence occupied the whole day, and a further adjournment was made.

A Remarkable Capture.
A policeman, who went to investigate an alleged row at Manila, bumped against a native who was running towards him, and knocked him over. Noting that the man's face was cut, the policeman picked him up and took him to the station, where it was found that two women had been assaulted, one seriously. The runaway native is the husband of one of the women, and has been charged with the assault.

Blake Pier.
A correspondent who has had occasion to use Blake Pier, asks whether the pond, reservoir or liquid trap, situated there is intended for the public's convenience. We really cannot say, as we avoid that Pier as much as possible. There may be a difference of opinion between the D. P. W. and the Water Authority—the latter official being glad to see a collection of water anywhere in the Colony, at the present crisis.

Madame Candotti's Concert.
The famous pianoforte recital and concert arranged for to-night at the City Hall, in which Madame Candotti and several of our local talent were to appear has been abandoned. The grand piano, lent by the Club Germania, has received damage which could not be repaired in time for to-night, and as the theatre will be engaged for Friday and Saturday nights, as well as later on, the concert had to be dispensed with. Those who have bought tickets can have their money refunded by calling at Robinson's Piano Warehouse.

The Imperial Service Medal.
The Imperial Service Medal has been conferred by the King upon Mr John Mark, who for upwards of 47 years was at the Government Small Arms Factory, Enfield Lock. For the last 17 years he was principal foreman of the machine gun manufacturing department, and made many improvements in the various machine guns of the Service, latterly introducing an invention in connection with the Maxim automatic quick-firing gun, for which he was granted a reward. He also invented the first magazine rifle that was issued to the British Army.

Tropical Medicine.
The prizes in the gift of the *Journal of Tropical Medicine* for essays on subjects connected with tropical diseases have been awarded as follows: The Bellios Prize of £10, presented by the Mr E. R. Bellios, C.M.G., for the best article on 'The System of Drainage and Sewerage (Domestic and Municipal) Best Suited for Tropical Climates,' has been awarded to Captain J. W. Cornwall, I.M.S., and Major F. Smith, D.S.O., R.A.M.C., who divide the prize between them, the papers being adjudged of equal merit. The Lady MacGregor prize of £10 for the best article on 'A Critical Examination of the Practical Value of Anti-Typhoid Inoculation,' has been awarded to Major F. Smith, D.S.O., R.A.M.C. The Stewer Prize of £10, presented by Sir James Stewer, for the best essay on 'Intestinal Affections in Warm Climates,' was not awarded.

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THE RUSSO-JAPANESE WAR.
VLADIVOSTOK ATTACKED.
Lyddite Shells fail to Explode.
(From Our Special War Correspondent.)
Tokyo, March 8.
On Sunday afternoon, March 6, five Japanese men-of-war bombarded Vladivostok. The vessels were five miles distant when they opened fire on the town. In all, about two hundred lyddite shells were fired, the majority of which did not explode.
The Russians did not reply to the Japanese fire.

LOCAL AND GENERAL.

Notes by the Way.
A proposal is on foot in Japan to amalgamate the Kitahama and Japan Trading Banks.

Mr C. Michelau (of Messrs Melchers and Co.) arrived at Tientsin on the 22nd ult., from Shanghai.

Nine foreign steamers have been chartered by the Nippon Yusen Kaisha to replace the vessels chartered from them by Japan.

The Russians were reported to be buying all the available flour at Tientsin on the 23rd ult., and sending it to Port Arthur via Newchwang. Isn't this a breach of neutrality on the part of somebody?

All the large ships on the China Station are in the harbour at present, and include the *Glory* (in dock), *Albion*, *Cressy*, *Lertham*, *Ocean*, *Talbot*, *Amphitrite*, *Vengeance*, *Centurion* and *Sirius*. The new admiral, Sir Gerald U. Noel, will arrive on Friday next, and will be welcomed by all the fleet.

Mutineers Sentenced.
Corporals Ayala and Agapay, who were arrested in the Philippines in connection with the insurrection at Vigan, have been sentenced to death.

Claim for \$52,000.
The third day's hearing of the case, in which the National Bank of China sues Chan Lui Chui and another for \$52,000, was occupied by Mr Slade's address for the defence and evidence. The case is not yet concluded.

Libel Case.
The adjourned libel case, in which T. Ewens sued a number of Indian watchmen in the employ of the Dock Company, was resumed before Mr A. G. Wise, Puisne Judge, this morning. The taking of evidence occupied the whole day, and a further adjournment was made.

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TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE]
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[CHINA MAIL'S EXCLUSIVE SERVICE.]
SUPPLIED BY REUTER, VIA BOMBAY.

THE VLADIVOSTOK SQUADRON.

Probable Naval Engagement.
London, March 8.

It is believed that the Russian Vladivostok squadron was absent from the port when the Japanese bombarded it.

It is considered probable, therefore, that they will meet the Japanese squadron on their return, and will be compelled to give battle to them in the open sea.

THE ATTACK ON PORT ARTHUR.

In a description of the fight at Port Arthur on February 23, the *Kobe Chronicle* says that the advance of the *Hokokumaru* to the entrance of Port Arthur showed the lack of the volunteers. Commander Hirose, in charge of the *Hokokumaru*, advanced in face of a heavy fire from the enemy. He had reached the mouth of the harbour when his ship took fire and sank without the necessity of being scuttled. About this time, one of the subordinate officers, Kashi, was struck in the head. Another officer was also hit while at this station. The volunteers endeavoured to lower a boat, which, however, was soon rendered useless by shot. Another boat tried. This was also damaged, but the whole of the volunteers, sixteen in number, succeeded in putting away from the ship on the side which was not exposed, the vessel being between them and the fort. The boat was only made to hold ten men, but there was little wind, and the volunteers were lucky enough to have the protection of a projecting hill, which enabled them to escape the enemy's fire and to row to where the torpedo boats were waiting for them.

Originally it was reported that the expedition of transports to the entrance of Port Arthur was carried out without a single casualty, but with the lapse of time, correct statistics are obtainable. Admiral Togo now sends a report to the Navy Department notifying that in addition to the men of the volunteer crew of the *Hokokumaru*, who were wounded, three in number, one man, belonging to the *Jinsen-maru*, was killed, this being the only fatality occurring in an expedition full of risks, when each boat was but a target for the shot of the enemy.

THE LAND CAMPAIGN.

First Encounter Near Pingyang.

An encounter is reported between the advance forces of the Japanese and Russian troops, the chief importance of which, so far as is known, lies in the fact of its being the first meeting of the belligerents on land.

The brush took place on Sunday morning (February 27) about half a mile to the north of Pingyang (says the *Kobe Chronicle*), the Russians being repulsed by the Japanese fire.

Later information from another source states that the Japanese, knowing that Russian cavalry was advancing in the neighbourhood south of Apin, constantly sent scouting parties from the main body of Japanese in the town of Pingyang.

At 9 o'clock on Sunday morning forty or fifty cavalrymen were observed outside the north gate of Pingyang. The Japanese behind the wall waited in shelter until the Russians had advanced to within seven hundred metres, when the infantry opened fire. For a short time the enemy replied, but finding the fire too strong, retreated. Seven hundred metres is the range of the Japanese rifle, but it is believed the enemy lost considerably in dead and wounded. No casualties occurred among the Japanese. Official news of this encounter has not yet been received.

[REUTER'S SERVICE.]
THE BOMBARDMENT OF VLADIVOSTOK.

London, March 7.

A published telegram from Admiral Alexioff transmitting the Commandant of Vladivostok's report ends abruptly with the words 'the enemy opened fire.' Yesterday evening's messages, which are unofficial, estimate the bombardment to have cost 220,000 in shells, mostly 6 inch and 12 inch.

THE JAPANESE RELIEF FUND IN LONDON.

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TELEGRAMS.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
SUPPLIED BY WIRELESS, VIA HONGKONG.
THE ADEN HINTERLAND.

BRITISH OFFICER MURDERED.

LONDON, March 8.
Captain Warneford, Assistant Political Agent, was shot at and killed by an Arab in the Aden Hinterland on the 3rd instant.
[Captain Gonville Warneford was born in 1871, and was appointed second lieutenant in the Wiltshire Rifles in 1891. He was promoted to the rank of lieutenant two years later, and went out to India in 1896. He became captain in 1901.—Ed., C.M.]

GREAT FIRE AT PENANG.

DAMAGES—\$350,000.

Two Persons Injured.

[From Our Own Correspondent.]
SINGAPORE, March 9, 2.50 p.m.
A serious fire occurred at Penang last night, a block of buildings in Beach Street being completely gutted. The damage is estimated to amount to \$350,000.
Two persons were injured.

THE FIFTH TEST MATCH.

The Australians Win Easily.

[From Our Own Correspondent.]
MELBOURNE, March 8, 5.45 p.m.
The Englishmen added twenty-five runs to their score of seven wickets for 26, before the innings closed. They took two more wickets.
The Australians opened badly in the second innings of a bad wicket, the first three wickets falling for thirteen runs. Their batting was almost unplayable, and the side was out for 121.
The Englishmen did not find any improvement in the wicket when they entered upon their second innings to get 380 runs to save defeat. Hayward the Surrey crick, who has done so well during the tour, was ill and unable to bat, and Trumble, with a wicket to suit him, puzzled the batsmen, and came out with a fine analysis.
England was dismissed for 101 and Australia thus won by 218 runs.

The following were the scores:

AUSTRALIA—First Innings.	
Kelly	20
Hobbs	18
Noble	19
Dool	31
Hopkins, not out	25
Other Batsmen and Sundries	22
Total	133

ENGLAND—First Innings.

Rhodes	3
Warner	1
Tyldesley	10
Foster	18
Bosquet	16
Lilly, not out	6
Other Batsmen and Sundries	7
Total	61

Second Innings.

Foster	30
Tyldesley	15
Arnold	19
Rhodes, not out	16
Other Batsmen and Sundries	21
Total	101

BOWLING ANALYSIS.

AUSTRALIA—First Innings.

	Balls	Runs	Wkts.	Avg.
Braund	8	81	10.1	
Rhodes	1	41	4.1	
Arnold	1	46	4.6	

AUSTRALIA—Second Innings.

	Balls	Runs	Wkts.	Avg.
Hirst	5	45	9.0	
Rhodes	2	52	26.0	
Arnold	2	23	11.1	

ENGLAND—First Innings.

	Balls	Runs	Wkts.	Avg.
Cotter	6	40	6.4	
Noble	4	19	4.3	

ENGLAND—Second Innings.

	Balls	Runs	Wkts.	Avg.
Trumble	7	28	4.0	

The following are the individual batting and bowling averages of the English team up to the third test match:—

	Bats.	Runs.	Avg.
R. E. Foster	550	63.37	
T. Hayward	427	47.44	
G. H. Hirst	388	46.01	
J. T. Tyldesley	402	44.68	
F. Warner	380	34.54	
L. C. Braund	250	28.77	
E. J. T. Bosanquet	188	26.67	
A. E. Knight	120	24.00	
E. Arnold	114	22.80	
A. E. Roff	117	19.50	
W. Rhodes	78	15.20	
A. Fielder	30	10.00	

BOWLING.

	Runs.	Wkts.	Avg.
W. Rhodes	655	49	15.50
A. Fielder	192	9	21.33
E. Arnold	594	25	23.76
L. C. Braund	302	15	20.13
A. E. Roff	407	14	29.14
G. H. Hirst	407	14	29.14
B. J. T. Bosanquet	620	17	36.47

Baby Cough must never linger

NOTHING is more distressing than to see a helpless little infant suffering with a cough and to be fearful of using a remedy which may contain some harmful ingredient. The makers of Chamberlain's Cough Remedy positively guarantee that this preparation does not contain opium in any form, or any other harmful substance. Mothers may confidently give this remedy to their little ones. It gives prompt relief and is perfectly safe. It always cures and cures quickly. For sale by all chemists and medicine vendors. WILKINS Ltd., General Agents.

BOXING CONTEST.

DISGRACEFUL SCENES AT THE CITY HALL.

The Police Stop a Contest.

One of the most disgraceful scenes ever witnessed in a Theatre in Hongkong was seen last night at the City Hall, at the boxing contest between C. C. St. Clair, described as the Middle-weight Champion of Brooklyn, U. S. A., and D. Morgan, of the Vengeance, Heavy-weight Champion of the China Station.

After two preliminary bouts, in one of which Clarke defeated Griffin in ten rounds, and in the other Lacey again fought a draw for the Pantam-weight Championship of the China Station, the principals of the main event were called on. Morgan was the first to enter the ring, followed by his attendants, and after a short interval, St. Clair entered. Morgan looked the picture of health, and his muscles stood out prominently showing the fine training he had undergone to prepare himself for the contest. St. Clair, on the other hand, seemed flabby, and it seemed as though he could afford to do without training. Subsequent events showed that he had made a fatal mistake. Mr. Ryan acted as referee, and calling the two principals together he explained to them the conditions of the fight. Both men had agreed to hit in clinches, if one hand was free, and it was this stipulation that caused the trouble that arose later on.

As soon as time was called, both men jumped at each other, and it was seen that a hot fight was to be served up. A couple of clinches took place, and then Morgan landed a left on St. Clair's face, and in a second St. Clair was sent to the ground, but not by a direct hit. Upon reaching his feet, St. Clair was forced to the ropes, where a couple of light exchanges were delivered. St. Clair swung wildly, and forced Morgan to retreat to the ropes, where the latter cleverly evaded the swinging blows and clinched.

Morgan rushed from his chair when the second round was called, and scored three blows in succession, two lefts and a right. He was making St. Clair look like a second rate fighter, and a poor one at that. The latter clinched to save himself, and on breaking away swung wildly. A short spar followed, and Morgan closed on St. Clair, but no damage was done.

St. Clair led a left swing, but Morgan ducked and planted a straight left-hand punch on the former's jaw, bringing the blood. This blow staggered St. Clair, who rushed in again, only to be sent to the floor. He rose again, and Morgan scored with a left, crossing with a stinging right on St. Clair's face, which burst the cheek. St. Clair clinched, and after breaking away, he put in a hard short-arm punch in Morgan's stomach, which was repaid by two straight blows on the chest. St. Clair swung, and landed two rights on the neck, but neither did any damage. The two men stood up to each other and slugged away, Morgan dropping his opponent with a right. The men were tussling in the centre of the ring, when a roar went up from the audience. "Foul, foul," was shouted, and Ryan separated the two men, after some difficulty.

Morgan stepped back, and a scuffle took place between the referee and St. Clair, who seemed to strike each other. One of St. Clair's seconds pulled his man back, and Morgan's second jumped into the ring. The crowd were in a state bordering upon madness. Such a scene had never been seen before in a theatre in Hongkong. The audience, composed mainly of blue-jackets, stood up in their seats, and cheered alternately. It seemed as though the fight was stopped, but Ryan allowed it to go on. He continually warned Morgan; but for what reason was not stated. Morgan seemed to be fighting a very fair fight, as he always does, while his seconds continually claimed fouls against St. Clair. After the hubbub had subsided somewhat, the men fought on, and time was called amid general uproar.

In the fourth round, Morgan was forced to his knees in a scuffle, but rose at once and landed a left on the neck and a right on the jaw, which opened St. Clair's already bleeding cheek. Morgan was again rushed down, and the referee again cautioned him. A right which sent the blood flying from St. Clair's mouth was followed by a left in the neck. St. Clair claimed a foul for hitting in clinches, but it was rightly disallowed. Morgan again scored with his right, knocking St. Clair down with a downward chop on the head. On rising, St. Clair met Morgan's left in the face, and Morgan was again cautioned. Morgan seemed to be fighting as fair a battle as his opponent, and certainly did not take advantage of St. Clair in clinches.

St. Clair came up for the fifth round, looking very weak, and Morgan had difficulty in scoring left and right on his face. Morgan scored all over St. Clair in this round, seeming to place his blows where he liked. St. Clair clinched and hung on to avoid punishment, but his adversary shook him off each time. St. Clair then swung two lefts which landed on Morgan's body, and he scored a right in the back.

The sixth and last round was opened by St. Clair laying down to a light blow. On rising, he received another left, and ran across the ring, falling on to his hands and knees in the corner. The crowd were shouting for St. Clair for his tactics, and a perfect uproar was made when, immediately after, St. Clair in a clinch seemed to try to hit Morgan. The latter and his seconds called "foul," and Morgan lifted both his hands above his head in token of appeal. St. Clair saw his chance, and throwing all civility to the winds, he swung a right swing into Morgan's unprotected stomach, following it up by two rights on the head. It certainly was not a foul in the strictest sense of the term, but it was the most cowardly blow struck on a platform in Hongkong.

The crowd roared their dissent at this act; seconds jumped into the ring; and then like the Gordon Highlanders storming Dargat Heights, the infuriated blue-jackets in the stalls rushed the stage. Matters looked very bad for St. Clair, as the blue-jackets clambered up, but the police jumped into the ring and called for order. The naval men were amenable to reason, and when the referee announced that the police had stopped the fight, the mingled cheering and hooting went up.

Such a fight as this proved to be brings nothing but discredit upon the game of boxing, and the principals have only themselves to blame. Almost from the commencement of the fight fouls seemed to be frequent, and Referee Ryan continually warned the wrong man. Instead of cautioning St. Clair, he focused all his attention on Morgan, who fights very fairly. On one occasion, when Morgan's second entered the ring while a round was in progress, Ryan took no notice, whereas under the rules of boxing he could have awarded the fight to St. Clair for that breach of the rules.

CHINA & MANILA STEAMSHIP CO., LIMITED.

The following is the report for presentation to the shareholders at the twenty-first ordinary general meeting to be held at the office of the general managers, on Saturday, 19th inst., at 11 a.m.:—
Annexed we beg to submit to Shareholders the usual Annual Statement of Accounts for the Year ending 31st December, 1903, showing a Debit Balance of \$93,125.66 to be carried forward to new account.

The past year has been the most severe in the history of the Company, and the report is to a corresponding degree unattractive. Competition has been keen and the earnings, especially from Manila have greatly fallen away. The *Diamond* was sold, as recorded in last year's report, and the profit on her book value placed to Profit and Loss. No provision has been made for depreciation on the present fleet, which consists now of the *Zafra*, *Indi*, and *Perla*, but they are all in first-class order.

Of the increased capital of 10,000 shares authorized December 28th, 1901, four thousand two hundred and seventy-five (4,275) have been applied for and fully paid up. A small number, on which the first calls only had been paid, were declared forfeited, and these are now the property of the Company.

Consulting Committee.—In accordance with the Articles of Association, Messrs N. A. Siebs, D. E. Brown and J. H. Lewis retire, but offer themselves for re-election. Mr. A. V. Apear has been invited to join the Board, and his appointment requires confirmation.

Auditors.—The Accounts have been audited by Messrs T. Arnold and W. H. Potts, who are recommended for re-election.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th March, 1904.

JEWIS IN CHINA.

The Society for their Rescue.

The following is the Report of The Society for the Rescue of the Chinese Jews:—
It is with extreme regret that the death of the esteemed and beloved President of the Society ever since its formation, Mr. Lewis Moore, is to be recorded. He has always taken a very keen interest in the welfare of the Chinese Jews. Another regrettable incident has also happened since the death of the late General Meeting. Li King-son, who was the first native Jew to come to Shanghai in 1900, died on Tuesday, the 11th Ab., 5663 (4th August, 1903). He was given a Jewish burial and buried in the Jewish cemetery. Several members of the Jewish Committee attended his funeral. It was then discussed that he being a native of Shanghai, this makes one inclined to presume that during Mr. Li King-son's infancy circumcision was not altogether forgotten. He didn't seem, however, up to the time of his decease, to know anything about it when he was repeatedly asked various questions on the subject.

Soon after the last General Meeting, our late President made an appeal to co-religionists all over the globe on behalf of the Chinese Jews, and copies of his appeal were forwarded to various parts of the world and published in several Jewish papers in Europe and America. Unfortunately, however, the support received in response to such an appeal was not of such a nature as to enable the Committee to take such steps in the rescue of our native co-religionists as they would wish to have done.

It is due to various causes, but principally to want of sufficient funds at the disposal of the Committee, that the sending of a mission to Kaifeng for the purpose of obtaining trustworthy and reliable information, which they had in view since the formation of the Society, had not yet come to pass.

A co-religionist in the north of China, has acquainted the Committee of his kind intention to take a trip to Kaifeng, as soon as business duties permit him to do so, and visit the Chinese Jews for the purpose of obtaining proper information as to their state, etc. A Hebrew scholar was retained to accompany him there. Unfortunately to the cause, however, after the lapse of about a year he had to suddenly alter his plans and he was obliged to give up the idea of going to Kaifeng. Another gentleman, a member of the Committee, Mr. G. J. Shalbury, has been intimated to the other co-members of the Committee his kind intention of going to Kaifeng during the autumn months. The present political troubles, however, made him postpone his journey for the time being, as travelling in the interior, and more especially in Honan, is not a safe thing to do now.

Since the death of Li King-son, two of the native Jews went back to their homes, and we have now with us six of them. They are attending the Shanghai Jewish School and studying Hebrew and English. Several attempts have been made to obtain employment for some of them, which did not prove successful, owing to their insufficient knowledge of the local dialect or English. If no further help is received in the near future these six native Jews will have to be sent back to their homes, as the balance of the fund now in hand will not go very far in maintaining and educating them much longer.

SIMON A. LEVY, Vice-President.

The appended accounts show receipts, including \$6.06 brought forward, amounting to \$2,070.83. The expenditure amounted to \$1,649.93, leaving a balance in hand of \$420.90, in addition to \$162 in course of collection.

"Well," said Tom, sleepily to his roommate, "did you solve that puzzle?" "No," snapped Dick, "as he got ready for bed. 'Huh! You said you'd solve it if you had to stay up all night to do it.' Well, I didn't have to stay up all night. This is a free country."

CORRESPONDENCE.

AN APPEAL.

To the Editor of the "CHINA MAIL,"
St. Paul's College,
HONGKONG, March 9.
DEAR SIR.—If any of your readers who are thinking of going home will send me their old tennis rackets for the use of the boys of this College, I shall be most grateful.
We are always in need of balls of all kinds, hard or soft. I shall be most glad to receive any that may be sent to me.—
Yours faithfully,
G. A. BUNBURY.

GEO. FENWICK AND COMPANY, LIMITED.

General Meeting.

The fifteenth ordinary general meeting of Messrs Geo. Fenwick and Company, Limited, was held at the Hongkong Hotel at noon to-day.

Mr. A. Rodger was in the Chair, and there were also present:—Messrs Hart Buck, W. Parlane, J. Rodger, W. King, W. H. Parcell, S. J. Michael, and W. G. Winterburn, Secretary.

After the Secretary read the notice convening the meeting, the Chairman said:—Gentlemen, Following the customary procedure, we will, with your permission, take the report and statement of accounts as read, seeing that they have been in your hands for several days. Your Directors hope that you consider the year's working satisfactory, and that the proposed division of profits meets with your approval. We have been enabled to add another \$5,000 to the Reserve Fund, which now stands at the substantial figure of \$70,000. The item, "Sundry Debtors," appears at a much higher sum than usual, viz., \$50,938.83. Since December 31st, however, about \$46,000 of this has been collected, and the balance we expect to come in, in due course. On the other hand, the whole of the "Sundry Creditors" has been paid. You will also notice that 10 per cent has been written off the stock-in-trade; this we considered a prudent measure, in view of the rise in exchange tending to depreciate the dollar value of our materials. We have been kept fully employed during the year, and on many occasions had to work night in time. This remark especially applies to ship repairing, and I am glad to say that we appear to have given satisfaction to all concerned. In shore work, we have had a fair share, more especially structural engineering, and house work, such as hot water installation—a branch we have had considerable experience in during late years. The Lanchester, machinery and property have been kept in good order, and a number of new machines added. In May last, Mr. W. Parlane, who had served on the Directorate since the change of Articles of Association in 1896, and prior to that as a member of the Consulting Committee, being ordered home by his medical advisers, resigned his position. Mr. Hart Buck, was asked and consented to occupy the seat. The latter gentleman, being about to leave the Colony, finds it necessary to resign and Mr. Parlane consents to rejoin the Board, subject to the approval of this meeting. Before proposing the adoption of the report and accounts, I think I had best to answer any question relating to the loss of ability. There being no questions, the Chairman proposed the adoption of the report and statement of accounts as submitted.

Mr. Parlane—I have much pleasure in seconding the adoption of the report and statement of accounts. I don't think I can say anything more after your speech on the subject, except to congratulate the shareholders for possessing such a valuable property. I think we have every reason to be quite satisfied with the report. I am a very old shareholder and I have every confidence in the Directors and Manager for looking after my interests, and I do not see any reason for altering my position. We have earned enough to pay a higher dividend, but I suppose that, with the expenses of the future, it would not be advisable to pay a bigger dividend for this year. I second the adoption of the report and statement of accounts and hope the good results will continue.

The motion was carried unanimously. The appointment of Mr. W. Parlane to the Directorate, vice Mr. Hart Buck, resigned, was confirmed, on the motion of J. Rodger, seconded by Mr. Michael, and he was elected for the ensuing year. Mr. King proposed, Mr. Hart Buck seconded, and it was carried that Mr. T. Arnold be re-elected Auditor for the next year. The Chairman—That is all the business. I thank you for your attendance, gentlemen. Dividend warrants will be sent out to-morrow.

Particulars of the Lot.

No. of Lot	Boundary Measure	Annual Rent	Upset Price				
ft.	in.	ft.	in.	ft.	in.	ft.	in.
Shau-ki-wan Lot No. 483	82	05	95	89	7,700	54	2,327

Particulars of the Lot.

No. of Lot	Boundary Measure	Annual Rent	Upset Price				
ft.	in.	ft.	in.	ft.	in.	ft.	in.
Kowloon Island Lot No. 1154	100	105	56	9	10,000	53	2,000

Particulars of the Lot.

No. of Lot	Boundary Measure	Annual Rent	Upset Price				
ft.	in.	ft.	in.	ft.	in.	ft.	in.
Kowloon Island Lot No. 1154	100	105	56	9	10,000	53	2,000

Particulars of the Lot.

No. of Lot	Boundary Measure	Annual Rent	Upset Price				
ft.	in.	ft.	in.	ft.	in.	ft.	in.
Kowloon Island Lot No. 1154	100	105	56	9	10,000	53	2,000

Particulars of the Lot.

No. of Lot	Boundary Measure	Annual Rent	Upset Price				
ft.	in.	ft.	in.	ft.	in.	ft.	in.
Kowloon Island Lot No. 1154	100	105	56	9	10,000	53	2,000

Particulars of the Lot.

No. of Lot	Boundary Measure	Annual Rent	Upset Price				
ft.	in.	ft.	in.	ft.	in.	ft.	in.
Kowloon Island Lot No. 1154	100	105	56	9	10,000	53	2,000

Particulars of the Lot.

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No. of Lot	Boundary Measure	Annual Rent	Upset Price				
ft.	in.	ft.	in.	ft.	in.	ft.	in.
Kowloon Island Lot No. 1154	100	105	56	9	10,000	53	2,000

Particulars of the Lot.

No. of Lot	Boundary Measure	Annual Rent	Upset Price				
ft.	in.	ft.	in.	ft.	in.	ft.	in.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

STEAMERS	TO SAIL ON	REMARKS
YAMA, Via SHAI, MOJI & KOBÉ (passing through the INLAND SEA).	Malacca A. F. STREET. About 11th March.	Freight and Passage.
LONDON, &c.	Coromandel J. M. MONTFORD, R.N.R. Noon, 12th March.	See Special Advertisement
SHANGHAI.	Swade F. R. SUMMER. About 12th March.	Freight and Passage.
LONDON & ANTWERP, Via SPORE, PANG, CUBO, POER SAID & MANILA.	Borneo G. W. GORDON, R.N.R. About 17th March.	Freight and Passage.

For further Particulars, apply to E. A. HEWITT, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, March 9, 1904.

HAMBURG-AMERIKA LINIE.

OSTASTATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the TIENTSIN, PANG, CUBO, POER SAID & MANILA.)

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

Canton at SINGAPORE and PENANG.

21st March, 1904. Freight.

FOR HAVRE AND HAMBURG.

Canton at SINGAPORE and PENANG.

22nd March, 1904. Freight.

FOR HAVRE AND HAMBURG.

Canton at SINGAPORE and COLUMBO.

5th April, 1904. Freight.

FOR HAVRE AND HAMBURG.

Canton at SINGAPORE and COLUMBO.

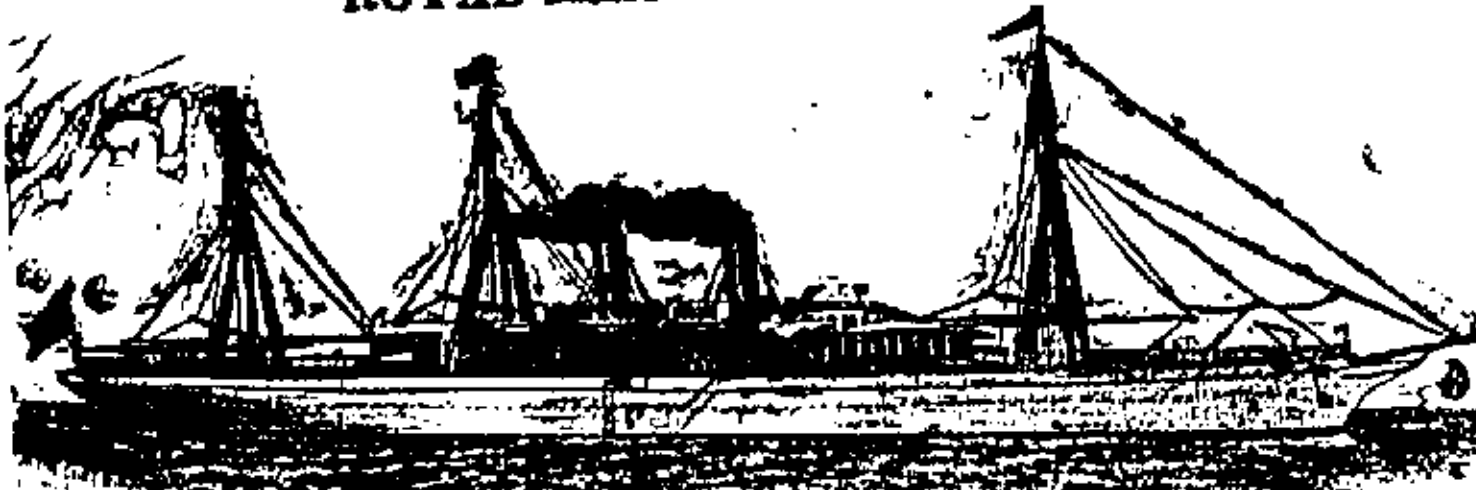
10th April, 1904. Freight.

FOR HAVRE AND HAMBURG.

Canton at SINGAPORE and PENANG.

10th April, 1904. Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C. SAFETY—SPEED—PUNCTUALITY.

Express Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots. Saving 3 to 7 Days across the Pacific.

Proposed SAILINGS FROM HONGKONG, (Subject to Alteration.)

STEAMSHIP	TONS	CAPTAIN	SAILING DATE
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY, Mar. 30, 1904.	
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY, April 20.	
R.M.S. ATHENS	3882	WEDNESDAY, April 27.	
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY, May 11.	
R.M.S. TARTAR	4425	SATURDAY, May 21.	

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62. Intermediate on Steamers, £40. £42.

THE magnificent "EMPEROR" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PEDDER STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBÉ & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. SAILING DATE.

INDRASAMHA 5197 W. E. Craven March 24, 1904

INDRAVELLI 4899 R. P. Craven April 24, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, February 18, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

For TAMSUI, Via SWATOW AND AMOY.

For TAMSUI, Via SWATOW AND AMOY.

For TAMSUI, Via SWATOW AND AMOY.

On account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Service. As soon as the state of Affairs permit the Company will resume running with its special designed new Steamers.

For Freight, Passage, and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager. Hongkong, March 9, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL	DATE
GLASGOW AND LIVERPOOL	NINGCHOW	22nd	March.
GLASGOW AND LIVERPOOL	ANTONOR	24th	March.
GLASGOW AND LIVERPOOL	OPACK	31st	March.
GLASGOW AND LIVERPOOL	JASON	5th	April.
GLASGOW AND LIVERPOOL	ACHILLE	10th	April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL	DATE
LONDON & ANTWERP	ALAN	15th	March.
* GENOA, MARSEILLES & LIVERPOOL	GLAUCUS	18th	March.
LONDON & ANTWERP	PALLAS	29th	March.
LONDON & ANTWERP	TELEMACUS	13th	April.
* GENOA, MARSEILLES & LIVERPOOL	TELEMACUS	20th	April.
LONDON & ANTWERP	TELEMACUS	26th	April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via N.K.I. KOBÉ & YOKOHAMA	NINGCHOW	24th	March.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 9, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	DATE
SWATOW, WEL-HAI-WEI, CHEFOO, MANILA AND TIENTSIN	KANSU	Mar. 11, Daylight.	
MANILA	Kaifong	Mar. 12, at Noon.	
SHANGHAI	Kwangse	11th March.	
KOBÉ	Chingfu	21st March.	
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	Chingfu	8th April.	

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD.—BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates, 1904.
ROON	WEDNESDAY, 18th Mar.
PREUSSEN	WEDNESDAY, 30th Mar.
HAMBURG	WEDNESDAY, 13th Apr.
PRINZ HEINRICH	WEDNESDAY, 27th Apr.
OLDENBURG	WEDNESDAY, 11th May.
BAYERN	WEDNESDAY, 25th May.
SAHLEN	WEDNESDAY, 8th June.
ZIEHN	WEDNESDAY, 22nd June.
SEYDLITZ	WEDNESDAY, 6th July.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 16th day of March, 1904, at Noon, the Steamship ROON, Captain G. MEINER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 14th inst., Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 16th inst., and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 16th inst.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.
BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.O. AND TACOMA

VIA SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
VICTORIA	3502	J. Truebridge	March 18.
TRENTON	3503	T. W. Garlick	March 25.
OLYMPIA	2897	A. Dixon	April 27.
LYRA	4417	G. V. Williams	May 4.
TACOMA	2812	M. Ridley	May 13.
SHAWMUT	3608	W. M. Smith	May 21.

* Have no Second-class Passenger accommodation. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 3608 tons | Capt. W. M. Smith | About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Trenton have just been fitted with superior accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., Limited, GENERAL AGENTS, QUEEN'S BUILDINGS, Hongkong, March 8, 1904.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewardses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila Direct	Mar. 12, at 10 a.m.
RUBI	2540	R. W. Almond	"	Mar. 19, at 10 a.m.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, March 5, 1904.

FOR YOKOHAMA AND KOBÉ.

THE Steamship SAXONIA, Captain BREMER, will be despatched for the above Ports on THURSDAY, the 10th inst., at 4 p.m.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, March 3, 1904.

NAVIGAZIONE GENERALE ITALIANA A. (FLORIO & RUBATTONI UNITED COMPANIES.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERLA, GULF and BAGDAD, also BANGKOK, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship ISOLIA, Captain MAGANZI, will be despatched as above on SATURDAY, the 12th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, March 8, 1904.

STEAMSHIP SERVICE TO NEW YORK, via SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship KENNEDY, Captain Geo. R. WALLACE, will be despatched on or about TUESDAY, the 23rd March, 1904.

For Freight and further information, Apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, March 1, 1904.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZIL, to SOUTH AMERICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship SILESIA, Captain SPANIEL, will be despatched as above on WEDNESDAY, the 23rd of March.

For information as to Freight or Passage, apply to SANDER, WHEELER & Co., Agents, Prince's Building.

Hongkong, February 27, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Philippine Ports.)

PROPOSED SAILINGS FROM HONGKONG.

To SAIL 1904.

AFRIDI Early in April.

For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

Hongkong, February 29, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamers KWONG OROV, 1,399 tons, Captain J. P. MARTIN, KWONG TUNG, 1,238 tons, Captain H. W. WALKER, Leave HONGKONG for CANTON at 8.30 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted).

These fine new Steamers have excellent accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey, \$4.00. Meals, \$1.00 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SITU ON S.S. CO., LTD. AND YUEN ON S.S. CO., LTD. No. 8, QUEEN'S ROAD WEST.

Hongkong, February 12, 1904.

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship Saxonia, Capt. BREMER, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, March 8, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Arratoon Apoor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 15th inst., will be land of at Consignees' risk and expense into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the steamer will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd. Agents.

Hongkong, March 8, 1904.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENCOEUEH.

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, March 8, 1904.

IMPERIAL GERMAN MAIL LINE.

VISITORS AT HOTELS.

Exclusions of late Arrivals and Departures reported to-day.

Vessels Advertised as Loading

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet Korea will be despatched on **THURSDAY** the 10th March, with Mails for Shanghai, Japan, San Francisco, United States, Canada, Honolulu, Peru, &c., which will be closed at follows:—
Printed Matter and Samples at 10 a.m.
Registration at 10 a.m.
(Registration, with late fee of 10 cents up to 10.45 a.m.)
Letters at 11 a.m.
(Supplementary Mail, on board up to the time fixed for the departure of the ship. Extra Postage 10 cents.)

Quotations.	
HONGKONG, March 9, 1904.	
New Patna, cash,	1260
Old Patna, cash,	—
New Benares, cash,	1245
Old Benares, cash,	—
New Malwa, credit,	960/1000
Allowance, Taels,	—
Last Year,	1042/1080
Allowance Taels,	—
Old Malwa credit,	1145
Allowance, Taels,	—
Persian Oil, cash,	—
Allowance, Taels,	—
Persian, Paper tied,	820/860
Allowance, Taels,	—

Sailing Vessels.									
Algon Bay	16	title	Brit.	bgo.	1111	Mar.	4	Butterfield & Swire	
Carl Ella	8	Big hull	Ger.	sch.	47	Feb.	26	Captain	
Provenor	2	c	Schiffino	it.	bgo.	616	June	13	Order
Lothair	2	c		l.	bgo.	794	Jan.	12	Carlowitz & Co.
Western			Moller	r.	yacht	528	Feb.	26	German Government

Hongkong about March 16th.			Shipping			Arrivals		
The Boston Town Boat Co's <i>Lynx</i> sailed from Victoria, B.C., for Yokohama and the usual ports on 3rd March.			Day of Week	Month	Time	Height	Day of Week	Month
The Indo-China S.S. Co's <i>Le Saï</i> sails from Saigon for Calcutta for this port via the Straits on 5th March, and may be expected here on or about the 22nd March.			Day of Week	Month	Time	Height	Day of Week	Month
Latest Arrivals.			Day of Week	Month	Time	Height	Day of Week	Month
The Imp. German Mail s.s. <i>Hamburg</i> , carrying the German Mails with dispatch from Berlin of the 10th inst. February, left Colombo on Monday morning, and will arrive here, and may be expected here on or about Friday, the 18th March.			Day of Week	Month	Time	Height	Day of Week	Month
The Austrian Lloyd's s.s. <i>Frieste</i> left Singapore for this port on the 8th March.			Day of Week	Month	Time	Height	Day of Week	Month
The O. & O. Co's s.s. <i>Gastie</i> , with the			Day of Week	Month	Time	Height	Day of Week	Month

	at 4 p.m.	10 a.m.	4 p.m.
Tuesday, the 8th March, at noon, and may be expected here on or about Friday, the 11th March.	Barometer	29.97	30.04
The Indo-China S. N. Co. Ltd.'s s.s. <i>Kuangsing</i> , from Calcutta and the Straits, left Singapore for this port on the afternoon of 8th March.	Temperature	60	63
The C. P. R. Co.'s s.s. <i>Empress of China</i> arrived at Yokohama at 5 p.m., Tuesday, the 8th March, and left again at 10 a.m. on Wednesday for Kobe, where she is due to arrive at 10 a.m. on Thursday, the 10th March.	Humidity	80	93
The E. A. str. <i>Australasia</i> , from Sydney &c., left Manila on the 9th March for this port.	Direction of Wind	S	E
	Force	4	3
	Weather	cd	o
	Rain	—	0.62
	Highest open air temperature on the 7th	—	61
	Lowest open air temperature on the 7th	—	55
	J. I. PLUMMER, Chief Assistant.		
	Hongkong Observatory, March 8th, 1904.		

J. I. PLUMMER, Chief Assistant.

Hongkong Observatory, March 9.

1. BAROMETER, reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths, and hundredths.

2. THERMOMETER in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, in dity of air saturated with moisture being 100.

4. DIRECTION and FORCE of wind.

5. STATE of SKY, according to Beaufort's scale.

6. STATE of WEATHER, in brief, as observed, or passing showers, or squalls, or rain, or snow, or dew, &c.

7. RAIN, in inches, tenths and hundredths.

Destinations.	Vessels.	Agents.	Date of Leaving.
Bremen, &c.	Roon (s).....	Melchers & Co.....	March 16.
Bremen, &c.	Preussen (s).....	Hamburg-Am'k Linie	March 30.
Bremen, &c.	Hamburg (s).....	Hamburg-Am'k Linie	April 13.
Elbing, Spere, & P'au	Ischia (s).....	Carlowitz & Co.....	Mar. 12, at Noon.
Genoa, Mar'le L'pool	Blancus (s).....	Butterfield & Swire..	March 15.
Havre and Hamburg	Glaumez (s).....	Hamburg-Am'k Linie	March 21.
Havre and Hamburg.	Samb'ia (s).....	Hamburg-Am'k Linie	March 22.
Havre & Hamburg	Abessinia (s).....	Hamburg-Am'k Linie	March 22.
Japan	Tipanasi (s).....	China-Hank'g'g Co	2nd half of March.
Kobe	Coromandel (s).....	Butterfield & Swire..	March 21.
London	Ajax (s).....	P. & O. S. N. Co.....	Mar. 12, at Noon.
London & Antwerp	Pakling (s).....	Butterfield & Swire..	March 15.
London & Antwerp	Eastern (s).....	Butterfield & Swire..	March 29.
Manila, Aus'lian Ports	Sydney (s).....	Gibb, Livingstone & Co.	Mar. 11, at Noon.
Marcellus via Saigon.	Tremont (s).....	Gibb, Livingstone & Co.	Mar. 22, at 1 p.m.
Manila	Rubi (s).....	Dodwell & Co. Limited	About March 9.
Manila	Kaifong (s).....	Shewan, Tomes & Co.	Mar. 12, at 10 a.m.
Manila	Chingtu (s).....	Shewan, Tomes & Co.	Mar. 19, at 10 a.m.
Manila	Alfridi (s).....	Butterfield & Swire..	Mar. 12, at Noon.
Manila, A'lian Ports.	Kennebec (s).....	Butterfield & Swire..	April 9.
New York v. Suez Canal	Sim (s).....	Dodwell & Co. Limited	March 15.
New York v. Suez Canal	Stranges (s).....	Standard Oil Co.....	About March 23.
Shanghai	Silesia (s).....	P. & O. S. N. Co.....	About March 12.
Shanghai	Indra Samra (s).....	Butterfield & Swire..	March 11.
Shanghai	Tijlating (s).....	Sander, Wieler & Co.	March 23.
Shanghai and Portland, Or.	M. Struve (s).....	Portland & A. S. Co.	March 24.
S'pore, Java Ports, &c.	Birjib (s).....	China-Hank'g'g T'g Co.	2nd half of March.
S'pore, Amoy & Tamsui	Fritos (s).....	Oakaka Shosen Kaisha.	Mar. 13, at 11 a.m.
S'pore, Amoy & Tamsui	Kunus (s).....	Oakaka Shosen Kaisha.	Mar. 27, at 10 a.m.
S'pore, Amoy & F'chow	Empress of China (s).....	Oakaka Shosen Kaisha.	Mar. 23, at 10 a.m.
S'pore, Amoy & F'chow	Empress of India (s).....	Butterfield & Swire..	Mar. 11, Daylight.
S'pore, Wei'wei & O'f'chi	Empress of China (s).....	Canadian P'fic R. Co.	Mar. 30.
Vancover (B.C.) &c.	Empress of India (s).....	Canadian P'fic R. Co.	April 20.
Vancover (B.C.) &c.	Victoria (s).....	Dodwell & Co. Ltd.	March 18.
Victoria, B.C., Tacoma	Tremont (s).....	Dodwell & Co. Limited	March 25.
Victoria, B.C., Tacoma	Treite (s).....	Sander, Wieler & Co.	March 16, p.m.
Yokohama & Kobe.	Malacca (s).....	P. & O. S. N. Co.....	About March 11.
Yna, Shit, Moji, Kobe	Saxonia (s).....	Hamburg-Am'k Linie	March 10, at 4 p.m.

March 9, 1904

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	£ 125	all	£810, sellers
National Bank of China, Limited	19,970	£ 10	£ 8	£84, buyers
Do. Founders' shares	750	£ 1	£ 1	£10
MARINE INSURANCE.				
Canton Insurance Office Co., Ltd.	10,000	£ 250	£ 50	£175, sales & sellers
China Traders' Insurance Co., Ltd.	24,000	£ 38.33	£ 25	£65, buyers
North-China Insurance Co., Ltd.	10,000	£ 16	£ 2	£17.07
Union Insurance Society, Ltd.	10,000	£ 250	£ 100	£145, sellers
Yangtze Navigation Association, Ltd.	8,000	£ 100	£ 60	£135
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	£ 100	£ 20	£90, sellers
Hongkong Fire Insurance Co., Ltd.	8,000	£ 250	£ 60	£280, ex div., buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co., Ltd.	50,000	£ 50	all	£204
Joo. Fenwick & Co., Limited.	6,000	£ 25	£ 25	£61
New Amoy Dock Co., Ltd.	6,000	£ 63	£ 63	£573, sellers
S. C. Farman, Boyd & Co. Ltd.	55,700	Tls. 100	Tls.100	Tls. 140
STEAMBOATS, TOGS, ETC.				
China and Manilla S. S. Co., Ltd.	30,000	£ 50	£ 50	£23, sellers
Guthrie Steamship Co., Limited	20,000	£ 50	all	£33, sellers
H.K. & N. M. Steamboat Co., Ltd.	80,000	£ 15	£ 15	£274, sellers
Indo-China S. S. Company, Limited	60,000	£ 10	all	£30
Star Ferry Company, Ltd.	10,000	£ 10	£ 10	£50, sellers
Shell Transport & Trading Co., Ltd.	10,000	£ 1	£ 1	£184, sellers
do. Preference.	100,000	£ 10	£ 1	£197, sellers
Taku Tea and Lighter Co. Ltd.	8,800	Tls. 50	Tls. 50	Tls. 36, buyers
Shanghai Tug & Lighter Co., Ltd.	200,000	Tls. 50	Tls. 50	Tls. 48, buyers
do. Preference.	100,000	Tls. 50	Tls. 50	Tls. 46, buyers
REFINERIES.				
China Sugar Company, Limited	20,000	£ 100	a	£107, buyers
Luzon Sugar Company, Limited.	7,000	£ 100	a	£10, sellers
Perak Sugar Cultivation Co., Ltd.	7,000	Tls. 60	Tls. 50	Tls. 60
HK. & Kow. Wharf & Godown Co.				
Shanghai and Hongkong Wharf Co.	20,100	Tls. 100	Tls.100	Tls. 207½, sales
LAND AND BUILDING.				
Hongkong Land Investment & Agency Company, Limited	50,000	£ 100	100	£148, sales
Shanghai Land Investment Co., Ltd.	52,000	Tls. 50	Tls.50	Tls. 169, sellers
Ki woon Land and Building Company	6,000	£ 50	£ 50	£35, sellers
Wei-hel-wai Land & Building Co., Ltd.	3,784	Tls. 25	Tls.25	Tls. 16, sales
Humphreys Estate & Finance Co.	100,000	£ 10	all	£104, buyers
West Point Building Co., Limited.	50,000	£ 10	£ 2	£32
do. Preference.	12,500	£ 50	£ 50	£34, sellers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,250	£ 100	all	£300
MINE.				
New Panjom Mining Co., Ltd.	60,000	£ 11	£ 11	£1, sellers
do. Preference shares.	30,000	£ 1	all	25 cents
Société Française des Charbonnages du Tonkin.	16,000	Fcs. 250	all	£600, sellers
Raub Aust. Gold Mining Co., Ltd.	200,000	£ 1	18/10	£7½, sales
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	£ 50	all	£143, sellers
Astor House Hotel, Ltd. (Tientsin).	2,000	Tls.60	Tls.50	Tls. 100, buyers
Astor House Hotel Co., Ltd. (Shanghai)	30,000	£ 25	£ 25	£28, sales
DIVERSARIES.				
A. S. Watson & Co., Limited.	60,000	£ 10	all	£144, sellers
Watkins Limited	10,000	£ 10	£ 10	£74, sellers
LORING.				
H.K. and China Gas Co., Limited.	7,000	£ 10	all	£140, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls.50	Tls. 117½, ex div.
Hongkong Electric Co., Limited.	30,000	£ 10	£ 10	£123, sellers
New Electric (new issue)	30,000	£ 10	£ 5	£7, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	50,000	£ 10	£ 10	£24½, sellers
MISCELLANEOUS.				
Roll's Asbestos Eastern Agency, Ltd.	8,604	£ 12/6	£12/6	£35, sellers
United Asbestos Oriental Agency, Limited	100,000	£ 10	£ 10	£89
Hk. Steam Water-boat Co., Ltd.	7,000	£ 10	£ 10	£216, buyers
Hongkong Dairy Farm Co., Ltd.	10,000	£ 7½	£ 10	£154, sellers
Hongkong Ice Company, Limited	5,000	£ 25	all	£124
Shanghai Waterworks Co., Ltd.	7,500	£ 20	£ 20	£124, sellers
Tobacco Planting Company, Ltd.	20,000	£ 5	£ 5	£21, sellers
H'kong Rope Manufacturing Co., Ltd.	10,000	£ 60	all	£150, sales
H'kong Cotton Spinning Co., Ltd.	120,000	£ 10	£ 10	£151, sellers
Ewo Cotton Spinning and Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 33, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls.75	Tls. 25
Lao-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls.100	Tls. 32½
Soy Chee Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls.500	Tls. 170
China Provident Loan Mortgage Co., Ltd.	50,000	£ 10	£ 10	£8